

## MEETING RECORD

<b>NAME OF GROUP:</b>	PLANNING COMMISSION
<b>DATE, TIME AND PLACE OF MEETING:</b>	Wednesday, May 9, 2001, 1:00 p.m., City Council Chambers, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska
<b>MEMBERS IN ATTENDANCE:</b>	Linda Hunter, Patte Newman, Greg Schwinn, Cecil Steward and Tommy Taylor (Russ Bayer, Gerry Krieser, Steve Duvall and Jon Carlson absent); Kathleen Sellman, Duncan Ross, Mike Brienzo and Jean Walker of the Planning Department; other departmental staff; media and other interested citizens.
<b>STATED PURPOSE OF MEETING:</b>	Special Planning Commission Meeting <b>City of Lincoln FY 2001-2002 to 2006-2007 Capital Improvements Program and Lincoln/Lancaster County FY 2002-2004/2005-2007 Transportation Improvement Program</b>

Vice-Chair Greg Schwinn called this special meeting to order and opened public hearing on the City of Lincoln six-year Capital Improvements Program (CIP) and the Lincoln City/Lancaster County six-year Transportation Improvement Program (TIP).

**Duncan Ross of Planning Department** made an introductory presentation explaining the process. The CIP and TIP are two separate but related programs. As specified in the City Charter, the role of the Planning Commission is to determine if the capital projects being requested are in conformance with the adopted Comprehensive Plan. According to the Charter, City Council ordinances and resolutions dealing with capital improvements cannot be acted upon until there has been a finding of Plan conformity by the Planning Commission or Planning Department. The Charter does not prohibit the City Council from approving capital projects which are not in conformance with the Plan but only that a finding of conformity or nonconformity needs to be established.

A project can be determined to be "in conformance with the Plan", "generally in conformance", not in conformance", and "not in the Plan". All of the projects in this year's draft of the CIP are recommended by staff to be found either "in conformance" or "generally in conformance".

The Planning Commission recommendation will be forwarded to the Mayor for incorporation in the City Council edition of the CIP. This edition will be issued in conjunction with the city's operating budget targeted for release sometime in June. The

City Council will have public hearing on August 6, 2001, with approval typically occurring in late August. The 2001-02 fiscal year begins on September 1, 2001. The City Council only approves the first year of the CIP. No formal action is taken on the remaining five years, although the out-years are part of their discussion of capital improvement needs. The Planning Commission review edition and all subsequent editions are available on the InterLinc website.

The hearing was then opened for public comment and presentations by the departments.

**FINANCE DEPARTMENT: Pershing Auditorium: Tom Lorenz, General Manager of Pershing Auditorium**, explained that the CIP for Pershing Auditorium is for the continued refurbishing and renovation of the 45 year old building in order to keep it at a level to continue to serve its patrons and clients. The concession stand improvement fund is being contributed by SMG, such contribution being negotiated as part of the new management contract for the new manager. This is a one-time contribution in order to improve the concession stands to generate food and beverage dollars.

**FINANCE DEPARTMENT: Communications: Raymond Ryan, Maintenance Supervisor** for the City of Lincoln, presented the request for Project 1, the backup conventional radio repeaters and data equipment system for the trunk radio system. The main purpose is to provide a backup radio system in the event of a catastrophic failure. When the equipment is not being used for backup purposes, it would be available for the automatic vehicle location equipment and mobile data equipment for the city agencies so that it would actually have a day-to-day use rather than waiting for a failure to occur.

**Sharon Soder of 911 Administration** presented Project 2, which is the replacement 911 telephone system. Currently, the 911 Center operates a 50-line lamp and key telephone system which is at capacity and due to that we have three cellular providers routing 911 calls to our seven-digit non-emergency number at this time. The funding will provide for a 90-line PC based telephone system that would allow for cellular providers interested in coming onto the system as well as future growth. It will integrate with the computerized mapping system, which is a current CIP project, and the PC-based radio system that we currently use at the 911 Center.

Steward inquired whether there is any distinct advantage or is there a need to overcome any technical problems because of the increase in cellular providers. Soder responded that 911 is currently working with the wireless technology and the PC-based system will allow for integration to that which will translate longitude and latitude to an actual physical address. There are distinct advantages when the technology is fully in place and this request upgrade includes that.

Soder also explained that there are three cellular providers that currently have trunks in the city's 911 system. There was no room for the next three so they are going into a seven digit number, dialing 911 to get there.

**FIRE DEPARTMENT:** Mike Spadt, Fire Chief, presented the Fire Department CIP. There are nine projects in the CIP, five of the nine being future fire stations in order to maintain the excellent response time. 1986 was the last time the Fire Department was reviewed by the insurance service office. The Fire Department will be reviewed again in June. We have had considerable growth since 1986 to current, so projects one and two are obvious, and then the out-years are anticipated growth.

Project 3 is site specific. Spadt knows that there is some discussion going on with the consolidation of at least three entities (Public Works, Police and Fire) with their maintenance facilities. Spadt does not know if this is an error in the CIP or needs correction in the CIP. It is at 300 South Street.

There are some major projects with respect to heating and air conditioning. Project 5 is a piece of technology in conjunction with communications to keep track of location of all emergency response vehicles to get the closest vehicle to the emergency. Project 6 is for aerial apparatus/ladder truck replacements which are approximately \$475,000 each.

**PARKS AND RECREATION:** JJ Yost, Planning and Construction Manager for Parks and Recreation, submitted an overview of the proposed Parks and Recreation CIP (Exhibit "A") and stated that the proposed 6-year CIP identifies 73 projects for a total of 14.4 million dollars over the 6-year period for general revenue and Keno funds. Including donations and grants, the total is 22.2 million dollars. 26 projects are new projects, with a total cost of 11.2 million dollars, or about 51% of the budget. 47 projects are identified as repair or renovation of existing facilities, representing about 49% of the budget. New projects include increasing capacity for growth – one neighborhood park per year; approximately one mile of new trail per year; renovate approximately 4 playgrounds per year. The new projects identified include the Antelope Valley project, the northeast community park, the east Downtown community park and trail loop. Matching funds have been identified for the proposed Lincoln indoor ice arena; ongoing improvements to Pioneers Park Nature Center; and a new southeast Lincoln swim pool. Some of the major renovation projects include the Woods Park Pool and Tennis Complex improvements; the Mahoney park ball field and day use facility; Holmes Park and Lake rehabilitation; replacement of Airpark Recreation Center; and golf course irrigation water source development, which is a project to remove ourselves from city water.

Other than specific projects, Steward asked whether there is a strategy or consideration of a new strategy within the Parks Department to approach our parks from a more sustainable set of principles. By that he means lower maintenance type materials, plants and less water consumption. Yost concurred that to be absolutely the case. All of the new

design projects look at a more sustainable environment, reducing additional maintenance needs. A couple of the programs identified include the "prairie in our parks" program to use more native vegetation with less grass that requires mowing, etc.

Steward inquired whether there are any locations that might benefit from gray water systems as contrasted to fresh water systems or plant materials. **Lynn Johnson, the Director of the Parks & Recreation Department**, responded that this has not been considered recently. However, as part of the discussion about finding an alternate irrigation source for Mahoney, we did look at using water coming from the Goodyear plant but it was determined that the Abbott Sports Complex will be using that water for that facility. Johnson assured that the Parks Department will continue to look at such opportunities as they present themselves.

Steward inquired about Centennial Mall. Johnson stated that the Centennial Mall renovation is anticipated in 2002-03, the specific details of which are yet to be worked out. The Parks Department intends to work with the affected communities to develop a new and updated plan for renovation of Centennial Mall later this year. There should be more detailed information in next year's CIP. Steward inquired whether that renovation is likely to require shared funding between the city and the state. Johnson indicated that that is what is anticipated. The city is hoping that the state will participate.

Hunter indicated that she is surprised at the number of parks that are being added. In the past two years since she has been on the Commission, there have been a couple of occasions where parks are being converted to private use and part of that dialog was because the ability to maintain the parks has been restrictive. She wondered what kind of consideration there is in this program in terms of the long term maintenance. Johnson's response was that the program is contingent upon finding the additional revenue to maintain. The Parks Department program is to have neighborhood parks accessible within each square mile of residential development. They are trying to identify sites where the entire site does not have to be mowed. Through the budget process, there is a five-year forecast prepared that allows the city to do some forecasting of the maintenance costs and to date, the City Council has been very supportive of continuing to fund new facilities as they are brought on line. There will be a significant list with the 2001-02 budget.

Taylor inquired whether the funding for the trail system is with the idea of hooking up with some of the existing trails. And are there projects to add more trails after this period of time? Johnson indicated that the focus and intent is to fill in some of the gaps in the trail system to make it a better commuter system as well as a better recreational system. As long as we consider commuter trails to be a significant part of our transportation system, we will never catch up. This will always be in the CIP.

**PUBLIC WORKS: StarTran:** **Larry Worth, Manager of StarTran**, explained that the major one-year element purchases include 20 new buses to replace 20 old buses. This is not an expansion of the fleet. These buses would be expected to arrive in January. Also in the first year, StarTran starts another 5-year saving program to do the same thing in

order to pay for additional replacement buses. The cost of each bus is \$255,000 and in this situation, the buses were acquired by "piggy-backing" onto the bid of Olympia, Washington, and it saved a lot of money.

Another purchase is a supervisor vehicle, which is very necessary. It will be an SUV type vehicle to help get employees to the office and move people off the bus route into inaccessible areas.

The CIP also includes a two-year replacement program of eight handivans.

The major projects in the 5-year period would be to purchase some bus shelters; replacement of a service vehicle; a bus wash system; and purchase of repair boxes.

Hunter inquired about the new bus stop shelters and whether they will have concrete pads around them. Worth advised that these are all new shelters. He believes that all of the bus shelters are on concrete pads. They have a standard repair process.

Newman inquired about the operational life of the buses. Worth advised that federal regulations do not allow the city to replace the buses until at least 12 years. StarTran typically runs them about 15 years, but we have some that we have had for 20-22 years.

Steward wondered whether there are routes in this city that would be better served by smaller buses. The federal guidelines are based on full-size transit vehicles. Are there intermediate or smaller vehicles that could be used more economically for the demand that exists? Worth agreed that there are smaller buses that are made and this has been considered, but the actual cost of operating the bus is the driver so the operating costs are not that much different. We can only have so many buses proportionate to the number of routes. The city uses a lot of large buses for football game days and light tours, and having some smaller buses would limit the opportunity to use the total fleet. Worth agreed that a smaller bus is cheaper but they don't last as long. We have been through this evaluation a number of times. It ends up that the large buses are a lot more effective and efficient. If we could pay less for the driver of a small bus, that might provide some level of efficiency but this probably is not going to happen.

Hunter inquired how the advertising revenue is used. Worth stated that it goes into the general fund budget. It is anticipated as a revenue--no different than bus fares.

Newman noted that the city/county employees now get free parking and there is talk that might change. Do they also get free bus passes? It was stated that employees get a 50% discount on bus passes.

**PUBLIC WORKS: Business Office (Parking): Margaret Remmenga, Business Manager for Public Works and Utilities,** explained the four projects in the parking area. Projects #1 and #4 account for routine structural repair and maintenance for existing facilities. Project #2 is for design and construction of a new parking lot in the east Downtown area that is not site specific. They currently have a parking study taking place for Downtown and hopefully that study will help identify the location. Project #3 is the west Downtown garage. The dollars for purchase of the property were appropriated in the past. Part of the property has been purchased for that garage and they are currently negotiating for purchase of the rest of the property. They are proceeding with the design of that facility with completion anticipated by the end of August. The intent is to begin construction shortly after the beginning of September. This structure will have a minimum of 400 spaces and will incorporate some retail space as well.

Steward inquired whether Public Works maintains daily use and occupancy rates on each of the parking garages in the city regardless of ownership. Remmenga stated that they do have more detailed information on public parking facilities. The only information available on private lots is the size and what is being charged. Steward is concerned. With the changing of the character of Downtown, when do we reach a saturation point for parking garages? Remmenga's response was that the garages and the parking lots that the city is finalizing need to be revenue neutral. The revenue coming in as a whole will have to be able to cover the expenses and so far we have been able to do that. Remmenga was confident that the facilities that have been constructed have the revenues coming in to make sure they are paid for. Before we issue bonds, we do have to have a study done by an independent person to guarantee that the revenues coming off the facilities will meet our expenses. She agreed that it is a concern. Hopefully the parking study will identify whether there are still some deficiencies. It is believed that with what is being constructed now, as of September 1st, we will have provided the last of the needed spaces that were identified in the 1992-93 parking study.

Steward knows there are some new and growing demands and there are potential for new demand circumstances, but he believes there is a disconnect between perceived parking needs and real accommodation. It would help somehow mitigate that misperception if there were daily use numbers made more available on all of the garage parking space.

**PUBLIC WORKS: Street and Highways: Roger Figard of Public Works and Utilities** presented the Streets and Highways CIP. Over the 6-year period, there is near 190 million dollars with a little over 30 million in year one. The program continues to support and respond to the priorities and commitments to major street widening projects committed in 1995-96, and at the same time we have some adaptability to react to some of the growth areas. There are significant dollars to continue the street rehabilitation program on both the arterials and neighborhoods at 100 blocks a year. This CIP continues to show commitment in the south and southeast parts of the city to finishing the improvement of arterials on So. 14<sup>th</sup>, Pine Lake Road, 56<sup>th</sup> Street, So. 70<sup>th</sup> and So. 84<sup>th</sup>. Those were commitments made in the 1995-96 timeframe. Other projects include moving into implementation of the Antelope Valley project; money has been placed in a subsidiary

account for areas on Yankee Hill from 27<sup>th</sup> to 40<sup>th</sup> so that as those areas are annexed we can build an urban cross-section, getting the wider right-of-way. Those improvements go through the public hearing process before Planning Commission and City Council via an annexation agreement. This program continues to support priorities set before and identifies new infrastructure in the areas of growth and annexation.

Figard stated that he cannot over-emphasize that the other big piece and commitment is the annual ongoing care of the built environment. This year we are doing pieces of South Street from 56<sup>th</sup> to 70<sup>th</sup>; Randolph from 48<sup>th</sup> to 56<sup>th</sup>; and a number of others. The program continues to show the money to finish out O Street, which we will begin next year.

Newman noted “upgrade built environment and traffic calming”. What direction are you going with traffic calming? Figard referred to the roundabout at Sheridan. There are others as we work with the development community. We are looking at other locations for roundabouts. They will continue to study where there is cut-through traffic in the neighborhoods to see if we can reduce frustration on the arterials first. Newman inquired about mini-traffic circles. Figard cautioned that we need to make sure the geometrics allow safe travel and that people truly understand who has the right-of-way. Public Works does not have anything on the drawing board at this point in time.

Newman noted that busing has now been removed from the LPS budget and she knows that pedestrian safety for children has always been an issue. Will there be more crossing lights for school pedestrian zones and slow lights? Figard indicated that they will need to work with LPS and understand the demographics. We will do what is appropriate and necessary to provide the safe way to walk and still meet the federal requirements. We are probably going to have to be in a planning reactive mode on this issue until we know where those children will be walking from.

### **TRANSPORTATION IMPROVEMENT PROGRAM:**

**Mike Brienzo of the Planning Department** explained that the Transportation Improvement Program (TIP) is prepared annually and includes projects that are to be implemented by transportation agencies within Lincoln and Lancaster County over the coming six-year period. The objective is to include both federally and locally funded projects to provide for better coordination of projects. In order to receive federal funding, these projects must be included in the TIP. The TIP is brought forward to coordinate with the CIP and there is some overlap, e.g., StarTran is in both documents as well as Streets and Highways.

Brienzo submitted “Project Changes” from the State Department of Roads and City of Lincoln (Exhibit “B”).

Steward expressed his concern that there continues to be the more or less single mode strategic thinking when we use the word “transportation”. Basically, here “transportation” means highways and major corridors for vehicular use. We are six years out and Steward

sees nothing that indicates that we are serious enough to even think of providing funds for multi-modal strategies including light rail. When and where and how do we get serious with our infrastructure planning to the point that we investigate all of the alternatives that are available in transportation, especially considering that we are about to move dynamically into Stevens Creek? We're talking about increasing densities in the center of the city with projects like Antelope Valley and we're facing \$2.00/gal gasoline. Steward asked the staff to help him understand where transportation planning is going. Brienzo explained that purpose of the TIP is to implement the current plan—not the plan evaluating for the future that replaces this plan. Secondly, this document does identify some trails projects and corridor enhancements for entryway projects, and includes some airport improvement projects, as well as StarTran and highways. It is more than streets and highways, but that is the dominant area of this program. As we update the Long Range Transportation Plan (LRTP) and the Comprehensive Plan, that is the time to reframe how we evaluate the program. This program can only address the plan that is currently in place.

**TIP: State of Nebraska: Highways:** Roger Winkelhake, Project Scheduling and Program Management Engineer with the Nebraska Department of Roads indicated that there are 40 state projects in the six year listing, including "O" Street, where the city is taking the lead.

Project #14 is a west bypass concept study to make sure that Salt Valley Roadway is compatible with the south beltway where it ties in south of Saltillo. We want to be prepared to move with that project.

Project #17 represents Salt Valley Roadway and Capitol Parkway West interchange projects to eliminate the at-grade crossing.

Winkelhake highlighted the six-laning of I-80 from Lincoln to Omaha. These projects will be covered from 2003-2012 to complete the 6-lanes.

**TIP: Lancaster County:** There was no presentation.

**TIP: Lincoln Airport Authority:** Mike Brienzo of Planning staff appeared on behalf of the Deputy Director of the Lincoln Airport Authority. The Airport Authority segment is focused on rehabilitating the runway system.

**TIP: Railroad Transportation Safety District (RTSD):** Roger Figard, Executive Director of the RTSD displayed a map showing the primary projects that are in the RTSD. He highlighted Antelope Valley where the city is taking the lead, but the RTSD has continued to be a significant contributor of funds. Four grade crossings will be closed and three overpasses or underpasses will be built along the Burlington Northern corridor. Project #4 is the X street track removal which needs funding to complete. The 3<sup>rd</sup> and A Street overpass has been approved and will move ahead with final design and construction. The Harris Overpass has reached structural obsolescence and its replacement will be dependent upon annual inspections--we believe we are at a point



where we need to replace it. RTSD is a county-wide political subdivision and funds are used across the entire county. The RTSD depends upon the County Engineer and Public Works to make sure they are addressing safety issues and crossing issues across the whole county.

Steward expressed appreciation for the emphasis on safety. If we were serious about a commuter rail line between Lincoln and Omaha, would this be where it would first show up? Figard would like to think that there needs to be greater participation than just the RTSD. The RTSD could be a supporter and perhaps a funder. He has been serving on Nebraska Transit & Rail Advisory Council (N-Trac) study committee appointed by the Governor, which is currently in a holding pattern because they were not given any funding to do the study. Steward does not know the technicalities and details of the current federal transportation authority but it is his general understanding that such planning funds for modes of transportation other than highways are available through that process and that system. Have we, the state or the city, approached that source? Figard believes the State of Nebraska, which is the lead in the N-Trac study, did apply to FTA and the Federal Rail Administration. **Allan Abbott, Director of Public Works & Utilities** and Vice-Chair of the N-Trac study committee, advised that N-Trac, on behalf of both Omaha and Lincoln, has requested a grant from the FAA from this current bill and has requested funding through Bereuter for the next bill. We have not received an answer.

Newman expressed appreciation for the 3<sup>rd</sup> & A improvements. She knows it has been a long hard battle and she appreciates getting that through. When will this be completed? Figard indicated that they are probably 12-18 months from start of construction on the bridge, but the railroad and RTSD have signed agreements to start on the off-site track work this summer. The Fall of 2002 is when we would start building the bridge.

**TIP: State of Nebraska: Section 5310 Projects:** **Mike Brienzo** advised that there are no 5310 projects identified at this time.

**TIP: Other Transportation Projects:** **Mike Brienzo** stated that the other projects include the entryway project including the potential of enhancement funds that come through the state. We have to compete for those funds. The project is not well defined just yet but is listed to have the opportunity to compete for that type of funding.

**PUBLIC WORKS: Storm Water and Drainage:** **Roger Figard** stated that this effort continues to be funded from the general fund. There are no proposed projects necessarily in this proposed budget for bond issue. Public Works continues to appreciate the seriousness in which the residents continue to support bond issues when brought forward. The ongoing small dollar items include subsidizing paving districts; money for preliminary storm sewer study and engineering; \$100,000 for miscellaneous improvements that might come up. The bigger dollar item is Project #5, the comprehensive master stormwater basin planning. Not only are we trying to master plan for the newer basins as we grow, but we are continuing to look at the existing built-up part of the city. In this upcoming year we will be looking at updating and master planning both Dead Man's Run and the Salt Creek

Basin as they go through town. We are not just spending the money and doing the study on the outside edge. We are hoping to find projects to allow more properties to be taken out of the floodplain. Antelope Valley continues to be an example of the community's seriousness of reducing or eliminating the floodplain in the community.

Steward inquired whether the Beal Slough study set a new benchmark for planning strategies for our stormwater system. Are there carryover principles of the concepts of that study that are going to influence the future drainage basin? Figard concurred. The Beal Slough study set the stage for being more successful with strategies that can be applied without as much preliminary engineering. Steward asked whether those strategies have been transferred from that study into revisions to policies as necessary, such as codes and ordinances. Are we doing thorough assessment of our policy impacts? Figard suggested that it might not be "thorough", but the city has looked hard at the ordinances, practices and policies. The challenge continues to be lack of resources, both fiscal and manpower. This is a general fund category and there is tremendous competition for those dollars. There will be some increased funding to try to better manage, but to be honest, the resources for the high level of management and day-to-day operation is an area within which we struggle. Because of the Beal Slough master plan and realization of change, we need to develop the design standards so that once we find projects and opportunity to reduce floodplains, we are empowered to carry that over and be more proactive, but it continues to be tough right now under the current funding scenario. As we go through the upcoming budget year and continued discussions on separate funding sources for stormwater, we would be much better postured at that point.

Steward is concerned about having a great and useful master plan, but when plats come before the Planning Commission and the City Council with circumstances of actual proposals in these basins, if the regulations are not reflected in the code, we may as well not have done the study. Figard was confident that the staff in Public Works with cooperation of other agencies will not miss the opportunity to apply some of those principles.

**PUBLIC WORKS: Maintenance:** Figard stated that as the community has grown, i.e. baseball and Antelope Valley, the Public Works maintenance department continues to have a need for property acquisition for siting a new facility somewhere in the southeast part of our community. We will continue to look and plan for that.

**PUBLIC UTILITIES: Water Supply and Distribution:** Steve Masters, Public Utilities Administrator, and Nick McElvain, Manager of Water Distribution Operations presented this portion of the CIP. The first year identifies 9.6 million dollars of projects. Of those, about 2 million are direct repair and replacement of existing facilities. Additionally, about 4 millions is directed toward a major water main traveling along the alignment from 77<sup>th</sup> & Vine ultimately to 84<sup>th</sup> & Yankee Hill. That project will provide better service to the existing community and affords opportunity for future growth. The 6-year CIP identifies about 5 million of improvements. They are also in the process of reevaluating facilities needs through a facilities study which is being conducted along with

revisions to the Comprehensive Plan. There will likely be adjustments in the out years to accommodate the new Comprehensive Plan.

McElvain highlighted other projects, including the reroofing of the current building at the administration offices; a new additional capacity storage reservoir in 84<sup>th</sup> & Yankee Hill Road, which is the termination point of the new water main; pump station to serve Fallbrook area; new pump station at Coddington and Van Dorn. One of the problem areas is west of the West Bypass. Currently, Pioneers Park, Roper School and Lincoln Correctional Center all have their own booster pumps. Timber Ridge has some low pressure problems we did not anticipate, so we are proposing a new pump station to be out in that location. Project #5c is a water main to provide supply to that pump station and would connect to the Pioneers Park reservoir. The funding will also continue to replace mains. There has been an increase in the number of breaks over the last year, mostly due to the drought and dry soils. As we have the results of the new master plan there will be changes in the projects in years two through six.

Steward commented that as Lincoln continues to grow in a major way to the east and to the south, and with the Stevens Creek urbanization, that puts us further and further away from our wealthiest source (the south part). Do we intend to do any studies that search for other sources for well fields? McElvain stated that the master plan does address the source of supply to get water to Lincoln and in that we would come up with a date that the capacity of the current ownership would be used up by the population. It may identify the timeframe in which that need should be evaluated. Steward suggested that there is both a quality and quantity issue. McElvain concurred.

With regard to alternative uses of water, Steward believes there are certain circumstances under the city's responsibility where we don't necessarily need fresh water to do some of the things we're doing. Do we have any plans or thoughts about subsidiary, isolated or point conditions of gray water systems that can help save fresh water? Masters indicated that the Water Division has been very forward looking in promoting a water conservation program that has involved suppliers, irrigation, contractors, plumbers, and homebuilders. Over the last 10-12 years we have seen a decline in the per capita water use in our community from over 110 to under 100 average. Also, we have looked at the effluent from our two wastewater treatment plants. The two plants use treated wastewater to irrigate the landscapes on those sites. Nonpotable water is also used for in-plant wash down and lubrication in some instances. We have talked with Parks about possibly using nonpotable for golf course use, and we have talked with Abbott Sports Complex which has a definite interest. However, there are some public perception issues that need to be resolved and each time we have talked about those applications, we have not been able to get past the public perception issues. There are also turf management issues. We are also excited with the CIP showing a combined cycle plant and an LES program that would make use of effluent from our northeast treatment plant for cooling water.

**PUBIC UTILITIES: Wastewater:** Steve Masters and Gary Brandt presented this portion of the CIP. The first year program identifies about 12.7 million dollars. Over the 6-year

planning period, the program identifies 59.2 million dollars. Of that, almost \$800,000 will go towards repair and replacement of the existing system. Specifically, \$405,000 has been identified in sewer system replacement. This program of replacement goes back to the early 1970's. This year's program accelerates over the previous year with the construction of a trunk sewer system in Salt Valley. As we look at that project and the South Salt Creek area, we feel there are some opportunities to combine the movement of the UP Railroad on 3<sup>rd</sup> Street. The location of this trunk sewer project will perhaps provide some opportunities to mesh some needs in Parks with the trail system—we see a need to work very closely with the neighborhood.

Brandt advised that Projects #1 through #5 are replacement type projects. Projects #6 through #14 relate to trunk sewers within the area of Lincoln. There are other projects shown, with Little Salt Creek being the main one. Project #9 is the Antelope Creek Basin which basically fulfills the buildout of that system to the top of the ridge. The Oak Creek Basin is located out by the airport. There are some projects there which are coming up toward the end of the program. Beal Slough will be needed as projects move forward and Beal Slough continues to build out. Also, the CIP addresses the West "O" and Lynn Creek towards the Highlands area. The remainder of the projects relate to improvements at the two wastewater treatment facilities, relating to both capacity and also treatment improvements. Project #15f relates to nitrification facilities and the sister project at northeast. We anticipate acquiring revised NPDS permits this year so that we will better know where we stand with our effluent limits for those two facilities. As development occurs and the Comprehensive Plan is completed, along with our Facilities Master Plan, we will know more by the end of the year.

Project #14 relates to Stevens Creek. Brandt stated that they have done preliminary planning on routing of sewers and the funding in the CIP is an effort to move closer to that as Stevens Creek comes or is recommended within the Comprehensive Plan. This is an effort to have monies there to address issues that may come up.

Steward asked whether Public Works is anticipating a multi-departmental approach to working that plan out. Masters stated that for both water and wastewater, they are working very closely with the Planning Department—they are part of our management team—and it will be necessary for us to take the recommendations from the Stevens Creek studies and use those in our design memos to make certain that we do respect the policies and criteria that are established. We are working on the facilities study for wastewater. The last version we did included some preliminary analysis on Stevens Creek. With the new study underway, we are geared up and ready to look at options in serving Stevens Creek.

**PUBLIC UTILITIES: Landfill:** Steve Masters presented the 6-year CIP of 17.8 million dollars. Year one is 2.2 million and he emphasized that about 1/3 of that goes toward the closure of the landfill at No. 48<sup>th</sup> Street. This constitutes a significant portion of the CIP and operating budget. The dollars are raised through the haulers fees and tipping fees for those that enter the fill. Brandt highlighted Project #1, which relates to the Bluff Road landfill and operations that exist there. There will be continued phased development of

Bluff Road. Project #1a relates to additional phases that are coming into play in the future. The landfill is set up to close as we move further south. There is also a gas collection and utilization evaluation project which will look at the possibility of using the gas generated from the landfill in other ways. We do need to control it from a federal regulation standpoint. As we approach certain discharge limits we need to keep that intact and the gas collection system may come into play shortly. There is also a project shown as a reminder that the property may turn back into public use at some time, which will bring forth some issues in air quality funding and transfer operation.

Steward asked whether Public Works keeps records that would indicate a percentage of all of the landfill that could be attributed to construction waste and building demolition. Brandt responded, stating that at No. 48<sup>th</sup> they do keep track of how much is received each year, but they do not receive all of the building materials or waste materials within the city or county. They try to get information and records through recycling efforts. We have had days where we will run anywhere from 4-5 acres a year up to 6-8 acres a year. We are using the fill at No. 48<sup>th</sup> to close and cap the additional landfill. We restrict what we get there. Some of the building materials are not acceptable.

Steward referred to Project #3d, the recycling drop-off sites, and noted that close to 50% of the people in Lincoln utilize drop-off sites. Is it time or have you performed a feasibility analysis on pick-up services rather than drop-off sites? Masters suggested that part of the issue is the manner in which we collect garbage in this community. It has been determined that the extra cost weights out in favor of the system that we now have. Brandt offered that there is limited curbside recycling. We have found that the drop-off site locations have proven to be the most economical. As we looked at our studies of a curbside collection system, the costs do go up based upon just how often you are doing it and who is doing it. But Steward does not believe that is the only consideration in this matter. There are considerations that the community might, given a thorough study, opt for some other than cost effective characteristics.

**URBAN DEVELOPMENT:** Marc Wullschleger, Urban Development Director, presented 13 projects totalling 9.6 million dollars. Eight are neighborhood projects, five are Downtown, including 12th Street revitalization, entertainment center, Old Fed, Entryway Corridors and Downtown street tree replacement.

The eight neighborhood projects begin with Focus Area Revitalization activities, a lot of which is CDBG funded. Special Assessment Assistance program is \$20,000 a year to help low income families pave their streets. Other projects include Havelock revitalization, University Place revitalization and two TIF projects along North 27<sup>th</sup> Street. The Vine Street revitalization will tie in with the University and Antelope Valley project. This project will help the neighborhood widen the street with wider sidewalks and a median.

Newman inquired whether there are any funds available to neighborhoods that do not qualify for CDBG or that do not have a Business District. Wullschleger responded that Urban Development does have a lot of programs and some of them do apply to any

neighborhood. Under other programs, if you need repairs to your home and you are under the income guidelines, you can qualify anywhere in this city. For the facade programs, you have to be in an older commercial area. The CDBG programs are based on two things: median income and low mod areas. He is hopeful that the 2000 Census will expand those areas.

Newman loves what has been done on North 27<sup>th</sup> Street and the fact that the neighborhood associations are identified by a sign. Is it possible to tap into some sort of funds so that other neighborhoods can be identified? In the low mod areas the answer is yes, with CDBG funds. Wullschleger believes they would have to look at some other type of funding in other areas.

**LINCOLN ELECTRIC SYSTEM:** Dan Pudenz, Engineering Services Manager for LES, presented the CIP which includes a proposed plan to meet the planned growth shown in the Comprehensive Plan. The CIP includes enough funds to serve both new and existing customers. It is roughly the same dollar amount as submitted last year, with about a 2% increase. It does include some assumptions to include the addition of about 10,500 to 11,000 new customers over the six-year period and upgrade the service to about 6,000 customers within our system. The additional 115 megawatts of load is roughly equivalent to adding the city of Fremont to our system every six years. The budget also includes generation to meet these needs, including the Salt Valley Generating Station to utilize effluent from the northeast treatment plant. Pudenz noted that funds have been included and scattered out over the six-year plan related to integration with Norris facilities. LES has signed an agreement with Norris and they are now partners in serving customers both east and south of Lincoln to establish orderly joint planning in the area as the City grows in that direction.

Schwinn commented that he does not see anything to add capacity on wind generation. Pudenz clarified that there are actually 3 million dollars included. One of the projects that LES has considered in renewables would not necessarily be wind generation, but they have included a possible project with Public Works for landfill gas.

Steward posed the hypothetical: If I put a system on the roof of my building and I generate more capacity than I need for my personal consumption, can I sell the excess back to LES? Pudenz was not prepared to answer the question, but he believes LES would be required to purchase that energy on a wholesale cost basis today. LES would need to talk to a customer about interconnection to protect the LES system. Steward asked whether LES has a customer service component that has the knowledge base and the potential to help an individual with that kind of question. Pudenz answered in the affirmative.

Steward asked for a history of per capita utilization. Are we continuing to use more electrical power per person in the city? With regard specifically to residential, Pudenz indicated that LES is seeing a significant base of heat pumps installed in the system which has been a very worthwhile project. We offer incentives for installation of heat pumps.

Later this year, LES intends to have an incentive program for geothermal program systems using ground source heat pumps. He did not have the actual consumption by customer numbers but offered to provide it.

Realistically looking into the future, Hunter wanted to know the real potential to wind up in a situation like California and Chicago. Pudenz's response was that we are an all public power state and he believes that works to our advantage. California deregulated their markets. They are also on the western grid of the US, while we're on the eastern grid. Generation resources on the eastern grid are in much better condition. Today LES owns generation in Wyoming, Ft. Calhoun, and Cooper Nuclear in Brownville. LES has a Rokeby generating station. He does not see Lincoln being in that position. We're planning forward with additional generation reserves.

**LIBRARIES:** Carol Connor, Director of Libraries, with John Dale, Assistant Director, presented the Library CIP. There are no current projects requested. Down the road they are seeking to renovate, expand or refurbish Bennet Martin; resurface the parking lot at Gere Branch; a couple roof replacements; and a cooling tower replacement for Bennet Martin.

With the new high schools, Hunter wondered whether there has been any consideration given to locating some of these libraries as part of the school building projects. Connor's response was that over the years, there has been the recurring question about collocating and joint facilities. We always look at it and the decision has been made to do stand alone public libraries. The northwest and southwest branches were a plan initiated in 1969 which has taken 30 years to implement. A main library and a major library in each quadrant is considered to be the basic infrastructure for a growing community and in the future they will continue to consider greater collaboration with LPS. Hunter just thinks it would be a cost savings. Connor assured that It has been reviewed many, many times and is considered before embarking on any major building project.

**AGING:** No presentation.

**HEALTH:** Carole Douglas, Interim Health Director, and Cathy Cook, Administrative Support Lab and Tech Services Program Manager, reviewed the Health Department CIP. They are requesting an emergency response vehicle for the chemical hazard emergency response team. It will assure public safety to control and minimize human exposure to hazardous chemicals and preserve the environment from pollution from spills. The vehicle will allow staff to work more efficiently, quickly and safely.

Steward asked whether this will be coordinated with the Fire Department. Cook advised that all responses are currently coordinated with the Fire Department. The Fire Department is the first responder in all situations, but Health is responsible for staying on the site to be sure that it is handled and cleaned up.

Hunter asked whether the County takes responsibility for state highway incidences. Cook indicated that there are a lot of shared jurisdictional kinds of issues. The responsibilities are shared with Fire, County Sheriff, Police and Health. Douglas believes there is a need for some clarification. Cook advised that the Health Department does recoup their costs from other responsible parties.

Cook also advised that the Health Department is assisting the Police Department in the meth lab investigations from a health safety standpoint.

**POLICE:** **Richard Mackey, Administrative Officer for the Police Department,** presented the projects listed in the CIP: Replacement of the police garage facility, which is a 24 hour 7 day a week facility used to store, repair and maintain the vehicle fleet of about 250 vehicles, as well as about 265 other city agency vehicles. In 2001-02, the Police Department is requesting \$10,000 to do a space needs analysis. In 2003-04, we would anticipate the outcome of the study and begin acquisition, initial site work, design, and construction, and then ultimately in 2004-05 we would finish construction and move into that facility. They do not have any long term cost estimates at this time, other than the initial study money.

The Police Department anticipates the need for another full service stand alone substation like the one at 27<sup>th</sup> and Holdrege. With the growth of the city, the Police Department would continue the philosophy to decentralize some of the stations and facilities out into the community. We do not know where that is going to be at this point in time.

Steward thinks the community is in strong support of the decentralization strategy. If that process and that strategy is to continue he wonders about the service maintenance facility and whether or not the study might also include cost benefit analysis of outsourcing maintenance to a variety of places that are in more proximity to some of the decentralized locations. Mackey agreed and that is being investigated. Currently, there are some city fueling facilities that they could use and they would probably like to build on that.

Newman believes part of the problem is actual parking spaces for police cars. City Council member Fortenberry brought forward a proposal that officers should bring their cars home. Is that being considered? Mackey acknowledged that there is a study that was done in 1999 at Fortenberry's request and there are some cost estimates to do that. He believes it would still be considered; however, the nice thing about decentralizing some of the stations is that it would take vehicles from J Street and move them out to the substation. There are some operating expenses for the take-home program that may keep us from doing that initially and we run into potential labor issues, i.e. how do you decide who gets to take the car home? The program that was considered would also add about 102 vehicles to the current fleet to implement, and then there is the cost to maintain those vehicles.

There was no public testimony other than the departmental presentations.



Public hearing was closed.

**FY 2001/2002-2006/2007 CAPITAL IMPROVEMENTS PROGRAM**

**ADMINISTRATIVE ACTION BY PLANNING COMMISSION:**

May 9, 2001

Steward moved approval of the Planning staff recommendation on all items, seconded by Hunter and carried 5-0: Newman, Steward, Taylor, Hunter and Schwinn voting 'yes'; Bayer, Krieser, Carlson and Duvall absent.

**FY 2002-2004/2005-2007 TRANSPORTATION IMPROVEMENT PROGRAM**

**ADMINISTRATIVE ACTION BY PLANNING COMMISSION:**

May 9, 2001

Hunter moved to approve the Planning staff recommendation, seconded by Taylor and carried 5-0: Newman, Steward, Taylor, Hunter and Schwinn voting 'yes'; Bayer, Krieser, Carlson and Duvall absent.

There being no further business, the meeting was adjourned at 3:40 p.m.

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